

# Downtown Bus Transfer Station Project



**City Council Informal Meeting  
October 9, 2012**

# Presentation Overview

- Purpose:
  - To discuss the Administration's position to relocate the Cedar Grove bus transfer center to the Downtown Plaza site
  - The Administration recommended this site to City Council in January 2012
  - A Community Conversation in April 2012 resulted in additional analysis
  - After further analysis, the initial recommendation remains the same

# Presentation Breakdown

- Background and analysis
- Hampton Roads Transit (HRT) operational needs
- Conceptual plan and three-phased approach



# Background

- Construction of the Wells Fargo building required the movement of the Downtown bus transfer site at Charlotte and Wood streets
- Cedar Grove was selected as a temporary bus transfer center in 2008



# Cedar Grove Site Conditions

- Conditions at Cedar Grove are unacceptable:
  - Lack of visibility
  - No restrooms
  - Inadequate feeling of respect and dignity for riders
  - Public safety concerns
  - Not ADA-compliant





# Evaluation and Goals

- Evaluation Team: City and HRT staff
- Goals:
  - Make public transit a transportation option of choice
  - Treat all riders with the dignity and respect they deserve
  - Provide an attractive, safe, clean, and inviting environment

# Considerations

- HRT operational needs
- Site capacity
- Time to completion
- Capital costs
- Walking distance to Downtown core and Light Rail
- Opportunity costs and potential benefits
- Operating costs
- Access, safety, visibility, and adjacent use impacts
- Best practices at other urban cities

# Recommendation

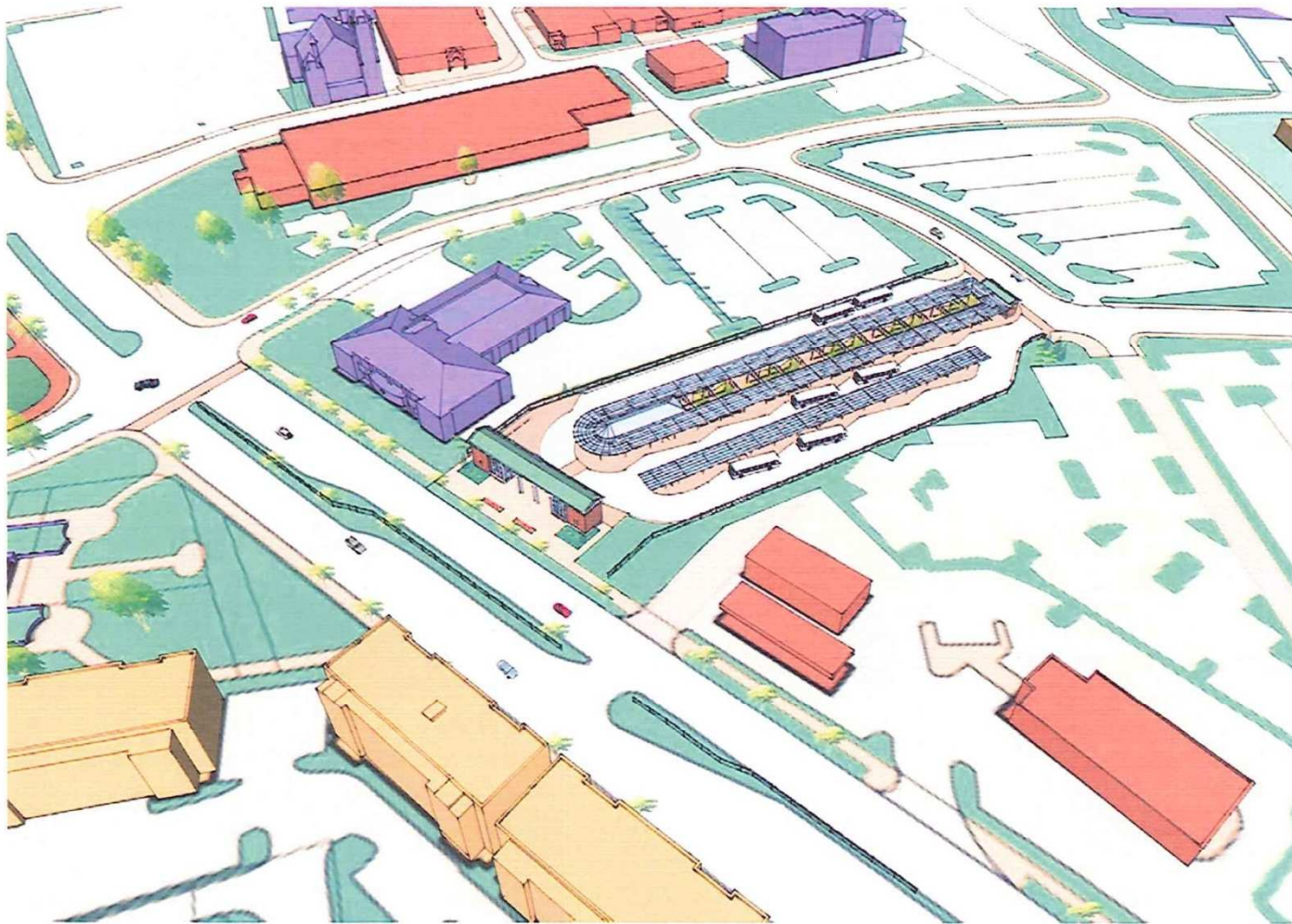
- Initial analysis resulted in staff recommending the Downtown Plaza site
- Staff recommendation presented to City Council in January 2012
- Community Conversation with residents held in April 2012
- Further analysis and public input resulted in staff maintaining the original recommendation of the Downtown Plaza site



# Keys to Recommendation

- Downtown Plaza site
  - Publicly owned – shorter time frame for completion
  - Meets current and future capacity needs
  - Capital and operating affordability
  - Within walking distance of Downtown and Light Rail
  - Good visibility
  - Preferred by transit users
  - Top recommendation from HRT

# Downtown Plaza Site



# HRT – Downtown Transfer Center

- Cedar Grove is HRT's top transfer facility providing seamless connections for 6,500 passengers on an average weekday
- 17 bus routes serve 5 of the 6 member cities
  - Average weekday - 569 bus trips that terminate and start at the Cedar Grove facility
  - Saturdays - 418 trips
  - Sundays - 207 trips
- 50 buses per hour during peak operating hours
- 25% of customers have Downtown as their final destination



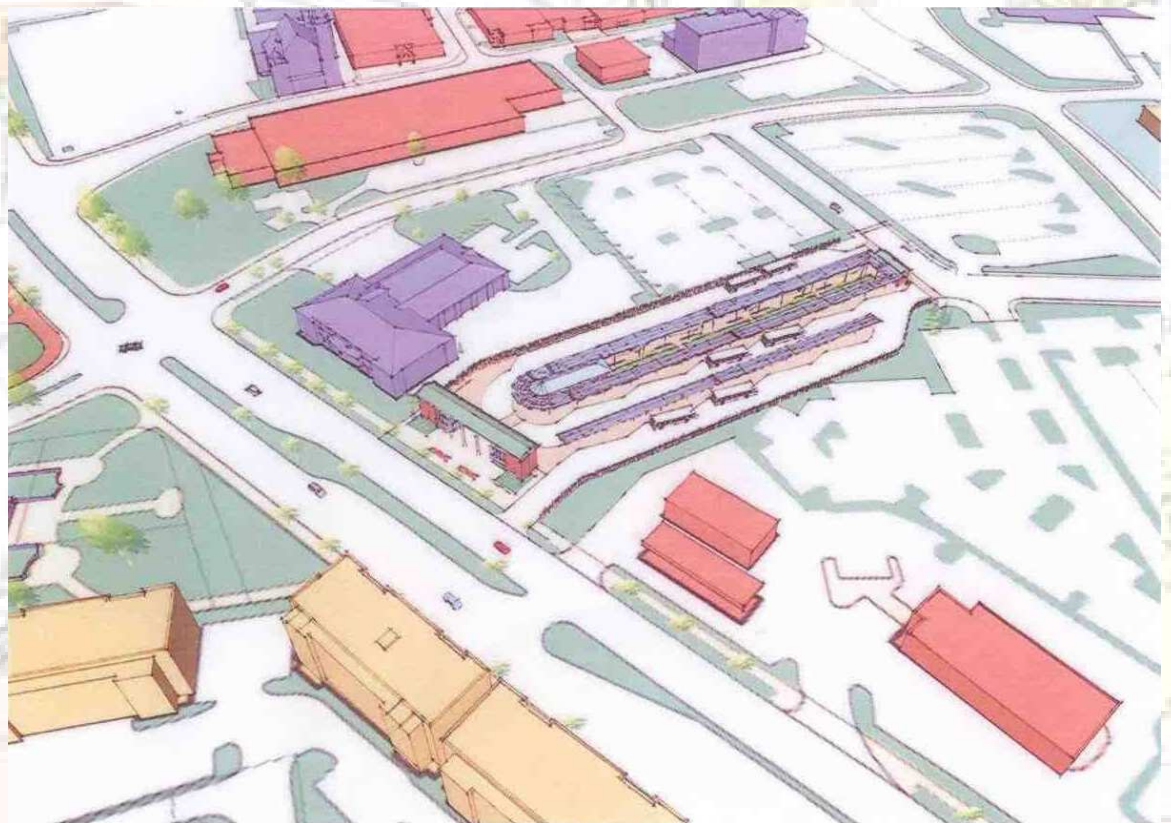


# HRT Operational Needs

- 16 bays with 3 layover spaces
- Orderly bus circulation patterns with controlled access and egress
- Safe pedestrian pathways that minimize conflicts between pedestrians and buses
- Space for customer amenities such as fare sales, customer information and restrooms
- Security presence
- Visible from street and adjacent properties
- Walkable to Downtown destinations

# Conceptual Plan and Phased Approach

- Design and construction of new facility
- Relocation to interim transfer center



# Downtown Bus Transfer Facility Components

- Covered waiting area/shelter
- Restrooms
- Demolition
- Pavement, sidewalks
- Site utilities
- Pedestrian crossing
- Signal improvement



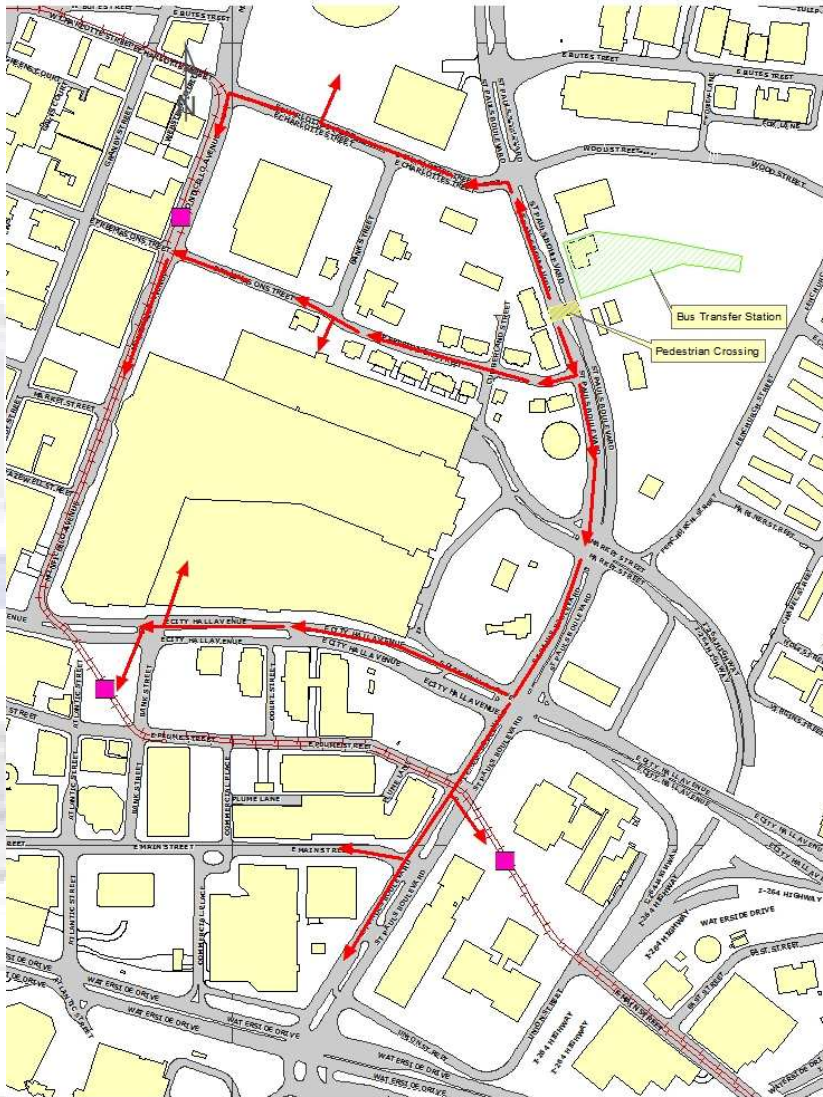


# Pedestrian and Bicycle Connectivity

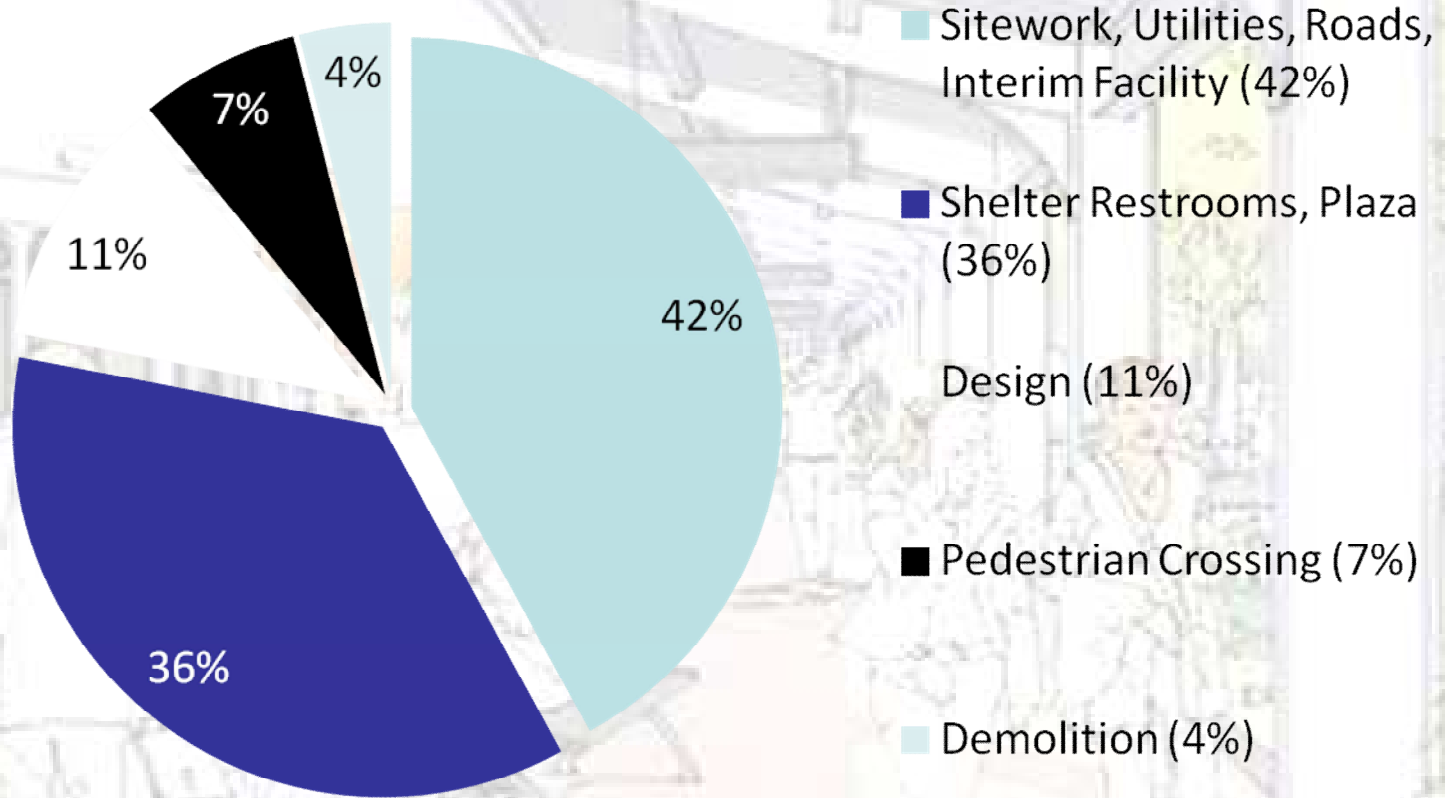
A background illustration of a transit station. In the foreground, two people are walking towards the right. In the middle ground, two people are sitting on a bench. In the background, a train is visible on the tracks. The scene is set under a large, modern station structure with a curved roof.

- Across St. Pauls Boulevard to:
  - Downtown destinations
  - Light Rail Station
- New signalized pedestrian crosswalk is required

# Pedestrian and Bicycle Connectivity



# New Facility Design-Construction Budget



Funding Source: City CIP, Grant Funding



# New Facility Project Schedule

- Design: October 2012 – July 2013
- Construction: October 2013 – December 2014



# Relocation to Interim Transfer Center

- Two years to design and construct the new transfer station at Downtown Plaza
- However, it is desired to move from Cedar Grove as soon as possible
- Proposed to move to interim transfer center at Wood Street



# Wood Street Transfer Center

## Wood Street Transfer Center



### Bus Routes

- 1 Granby St.
- 2 Hampton Blvd.
- 3 Chesapeake Blvd.
- 4 Church St.
- 6 South Norfolk
- 8 Tidewater Dr.
- 9 Sewells Point Rd.
- 11 Colonial Ave.
- 13 Campostella Rd.
- 18 Ballentine Blvd.
- 20 Virginia Beach Blvd.
- 45 Portsmouth Blvd.
- 960 MAX 960 Virginia Beach/Norfolk
- 961 MAX 961 Norfolk/Hampton/Newport Ne

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Tide Alignment

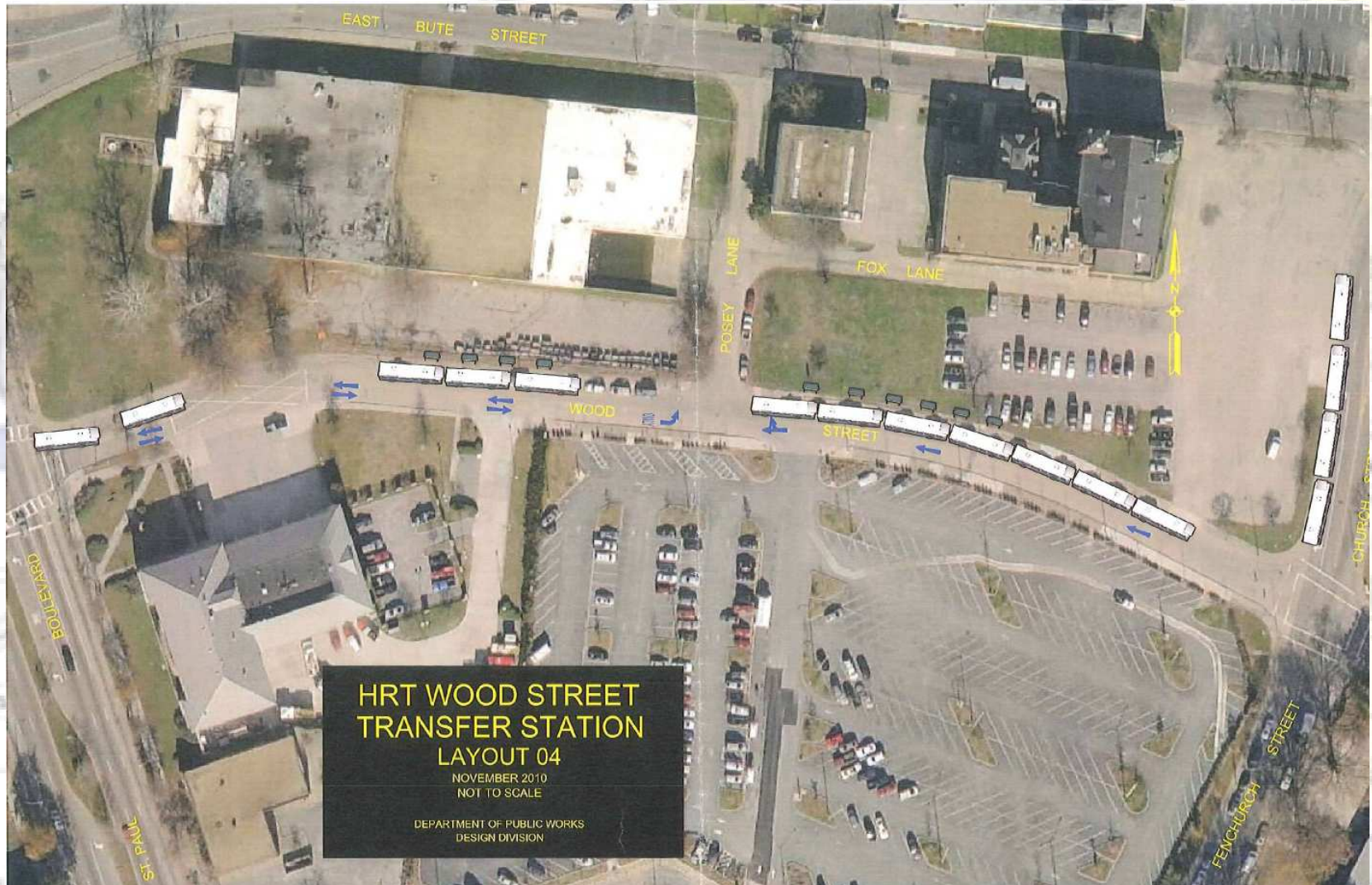
Tide Stations



# Relocation to Interim Transfer Center

- Recommended location at Wood Street
  - Existing concrete roadway, sidewalks and lighting
  - Easy access to St. Pauls Blvd. and Brambleton Ave.
  - Existing pedestrian access across St. Pauls at Wood/Charlotte intersection
  - Near permanent location
  - Near light rail Monticello Station
  - Away from construction activities
  - Will require closure of Wood St. except for HRT and Fire vehicles
  - Coordinated with Fire Department

# Interim Center at Wood Street



# Interim Center at Wood Street

- Required improvements
  - Restrooms – leased, portable
  - Minor signal and pedestrian enhancements at St. Pauls Blvd.
  - Lighting enhancements
  - Bus shelters – relocated from Cedar Grove
- Estimated construction cost - \$200,000 (included in cost estimate)
- Relocation to be completed by July 2013
- Matches with HRT bus route modification schedule

# Summary Budget and Schedule

- New facility design: October 2012-July 2013
- Interim facility construction: January 2013-July 2013
- Construction of new transfer center: October 2013-December 2014
- Budget for design, construction, interim facilities: \$4.0M to \$5.5M



# Next Steps

- Initiate design of Downtown Plaza transfer center
- Discussions with community (Tidewater Park residents, DNC, etc.)
  - Interim location
  - Transfer center design
- Initiate construction of interim center
- Review future Downtown bus routes and NET